

Appendix D

APPENDIX C – Transportation Project Evaluation Criteria

The following 10 evaluation criteria were developed by DDOT and the Office of the Chief Financial Officer in order to rank new capital projects and subprojects (locations) competing for priority funding.

This is a modified evaluation process. However, only new projects competing for funding will be ranked using these criteria.

The development of these criteria was based on two primary sources:

- A March 1997 report entitled, “A Transportation Vision, Strategy and Action Plan for the Nation’s Capital” (the Vision Plan).
- A December 1997 publication jointly developed by the U.S. Dept. of Transportation and the DPW entitled, “District of Columbia Transportation in a World Class Capital – Six Year Strategic Action and Investment Program” (the Investment Plan).
- In addition, DDOT will give increased emphasis to community-identified projects. In support of the Mayor’s Neighborhood Action initiative, DDOT will work with the community to plan and implement projects identified in the Strategic Neighborhood Action Plans (SNAPs) and Strategic Neighborhood Improvement Plans (SNIPs).

In this evaluation system, strategic investments related to transportation and economic development identified in the Strategic Transportation Plan receive the highest weighting and include:

- System safety and condition of existing physical assets involving system rehabilitation, reconstruction, and replacement
- System management, focused on low-cost improvements to efficiency and safety of the existing system
- Major and/or new capital improvements focused on system performance at key locations throughout the city

On-going capital projects are not rated. Priority ranking occurs within capital project categories (i.e., resurfacing projects) only, and not between project categories (i.e., resurfacing vs. bridge rehabilitation). Projects mandated by Federal law, local laws or regulations, receive the maximum 34 points and are scheduled for implementation as soon as plans and designs are available. These projects are not ranked by the project evaluation criteria. All other projects compete for funding using the following criteria (34-point maximum).

Specific project evaluation criteria, associated rating scales (points awarded), and the reason for points awarded, are provided on the following pages.

Evaluation Criteria	Points Awarded	Reason for Points
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Projects that support transportation safety (hazardous conditions and legal requirements), tourism, and economic development as identified in the Vision Plan or Investment Plan	5	Project listed as a high priority project in Vision Plan and Investment Plan
	4	Project listed as a high priority project in Vision Plan or Investment Plan
	3	Project listed in Vision Plan and Investment Plan
	2	Project listed in Vision Plan or Investment Plan
	1	Project related to a listed project in Vision Plan or Investment Plan
	0	Project not mentioned in either document

Evaluation Criteria	Points Awarded	Reason for Points
Projects that support ongoing operations and maintenance as identified in pavement management or bridge condition survey	4	Project among the worst 10 percent in condition survey
	3	Project among the worst 20 percent in condition survey
	2	Project among the worst 50 percent in condition survey
	1	Project among the worst 75 percent in condition survey
	0	Project among the best 25 percent of condition survey

Evaluation Criteria	Points Awarded	Reason for Points
Project deferral would impact future operating, maintenance or capital costs	3	Deferral of project would shorten future life of the asset
	2	Deferral of project would increase operating, maintenance or capital costs by more than 10 percent of current costs
	1	Deferral of project impacts implementation of other capital projects
	0	Deferral has no impact on operating, maintenance or capital program

Evaluation Criteria	Points Awarded	Reason for Points
Projects improving the condition of existing physical assets such as system rehabilitation, reconstruction, replacement and environmental concerns (i.e., conformity to air quality plans, wetland restoration, etc.).	3	Project improves condition of major commercial or residential arterial identified in the Vision Plan or Investment Plan
	2	Project improves condition of a non-major facility identified in the Vision Plan or Investment Plan
	1	Project improves condition of a facility not listed in the Vision Plan or Investment Plan

	0	Project does not improve condition of existing physical asset
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Evaluation Criteria	Points Awarded	Reason for Points
Projects that support system management improvements such as traffic operations improvements including signs, lights, TCM activities and new technologies	3	Project improves high priority traffic management system at multiple locations listed in the Vision Plan or Investment Plan and is requested by D.C. residents
	2	Project improves important traffic management system at one location listed in the Vision Plan or Investment Plan and is requested by D.C. residents
	1	Project improves traffic management system not listed in the Vision Plan or Investment Plan nor requested by D.C. residents
	0	Project does not improve traffic management system

Evaluation Criteria	Points Awarded	Reason for Points
Projects that support major capital investments such as actions to remove major bottlenecks, enhance system connectivity, and encourage alternative modes of travel.	3	Project significantly improves mobility or multi-modalism throughout the city
	2	Project improves mobility or multi-modalism in a major region of the city
	1	Project improves mobility or multi-modalism at a localized site
	0	Project does not improve mobility or multi-modalism

Evaluation Criteria	Points Awarded	Reason for Points
Projects that support new services designed to enhance and expand services	3	Project provides major service enhancement listed in the Vision Plan or Investment Plan or is requested by DC residents
	2	Project provides major service enhancements not listed in the Vision Plan or Investment Plan but has been requested by DC residents
	1	Project provides a limited service enhancement
	0	Project provides no service enhancement

Evaluation Criteria	Points Awarded	Reason for Points
Projects that support historical and cultural districts benefiting tourism and economic objectives	3	Project improvement is within designated historical and/or cultural district and is on either the Vision Plan or the Investment Plan
	2	Project improvement is within designated historical and/or cultural district
	1	Project improvement serves as a connector to a historical and/or cultural district
	0	Project is not within designated historical and/or cultural district

Evaluation Criteria	Points Awarded	Reason for Points
Projects that support neighborhood preservation, stimulate neighborhood reinvestment and support community betterment	3	Project improvement directly supports neighborhood preservation, reinvestment or betterment and is in either the Vision Plan or the Investment Plan
	2	Project improvement directly supports neighborhood preservation, reinvestment or betterment but is not in either the Vision Plan or the Investment Plan
	1	Project improvement serves to enhance access and mobility to neighborhood areas
	0	Project improvement does not support neighborhood preservation, reinvestment or betterment

Evaluation Criteria	Points Awarded	Reason for Points
Projects that support the Mayor's Neighborhood Action program through their listing in a SNAP (Strategic Neighborhood Action Plan) and/or SNIP (Strategic Neighborhood Improvement Plan)	5	Project listed as a high priority project in a SNAP and a SNIP
	4	Project listed as a high priority project in a SNAP or a SNIP
	3	Project listed in a SNAP and a SNIP
	2	Project listed in a SNAP or a SNIP
	1	Project related to a listed project in a SNAP or a SNIP
	0	Project not mentioned in either document

SYSTEM WIDE PRIORITIZATION

The summary table below outlines FY 2003 capital spending priorities for Highway Trust Fund projects based on the evaluation criteria presented on the previous pages. This table will be used to make capital spending decisions on a citywide basis. For example, if there were insufficient funding for new capital requests that have been approved by DDOT and the community, this chart would be used. Budget reductions would be made to the last category on the list, first, and then subsequent reductions would come from the next category, and so forth.

Ranking	Project Name and Project Code
1	Bridge Rehabilitation and Replacement (CDT)
2	Roadside Improvements – Federal (CGT)
3	Roadside Improvements – Local (CGT)
4	Roadway Reconstruction – Federal (CKT)
5	Roadway Reconstruction – Local (CKT)
6	Roadway Upgrades – Local (CHT)
7	Roadway Resurfacing – Federal (CET)
8	Alternative Fuel Vehicle Demonstration (CMT)
9	Roadway Resurfacing – Local (CET)
10	Federal Planning and Management Systems (PMT)
11	ISTEA Reauthorization (IRT)
12	Traffic Operations Improvements (CIT)
13	Transportation Electrical System Improvement (ADT)
14	Traffic Safety Improvements (CBT)
15	Bicycle Program (ZUT)
16	Streetscape Improvements (FDT)
17	AV6 White Hurst Freeway (AV6)

16	Highway Aid Match Fund (AFT)
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